



DEPARTMENT OF THE AIR FORCE
PACIFIC AIR FORCES

MEMORANDUM FOR ALASKA CIVIL/MILITARY AVIATION COUNCIL (ACMAC)

FROM: 11 AF/CV
9480 Pease Avenue Suite 118
JBER, AK. 99506-2100

SUBJECT: Alaska Civil/Military Aviation Council Minutes

1. The ACMAC convened 12 April 2010, at 1300 in the Building 1, Joint Base Elmendorf-Richardson, AK and was broadcast via VTC to Building 155 at Fort Wainwright, AK. The meeting slides are available at <http://www.jber.af.mil/11af/alaskaairspaceinfo> to provide more detailed information about the various briefs. Please refer to the slides as you read these minutes.

2. Member Attendance: Colonel Patrick Moylan, 11AF/CV, chaired the meeting, and the attendance roster is available by request via email to alaskamilitaryairspace@us.af.mil.

3. Opening remarks by ACMAC Chairman: Colonel Moylan welcomed everyone to the Fall ACMAC. The ACMAC gets civil and military aviation groups together twice a year to identify and discuss issues.

4. The following agenda items were discussed:

a. Sub-ACMAC Report: Mr. John Crowe held a Sub-ACMAC on 24 May 2011. The Sub-ACMAC is a technical committee with meetings held in the North and South. It's primarily focused on problem solving, but is not a decision making body. In the last Sub-ACMAC, SUAIS was discussed. The focus was whether or not the current SUAIS is in compliance with the 1995 Environmental Impact Statement (EIS). Possible safety enhancements and road ahead/recommendations were also discussed. With complaints about poor reception in some areas, radio coverage was examined to determine where we could improve. The radio at Knob Ridge was removed several years ago as it was determined at that time there was sufficient radio coverage overlap and this radio was an unnecessary expense. Pilots who frequent this area believe this to be inaccurate and Knob Ridge has been reevaluated to have a SUAIS radio reinstalled. This should improve SUAIS radio coverage in that area. Additional recommendations discussed were to add Taylor Mt, Quarry Hill and Snowy Peak to the SUAIS letter of agreement. Snowy Peak will not have any mitigations for no/reduced service contained in the LOA due to its inaccessibility during the winter. (Snowy Peak had a fire this winter and was non-operational at the time of ACMAC.) Mr Crowe stated Fox relay is expected to be operating in May (at the time of this writing, Fox relay IS operating). Tom George asked if Taylor Mountain and Hill 3265 radios were working, and if the SUAIS recording was broadcast from all repeaters. 353CTS responded both radios are working and the recorded message is

broadcast from Hill 3265 only to prevent interference. An airborne aircraft can receive the recording from several repeaters/relay stations at nearly the same time, causing the message to be garbled and unreadable.

b. SUAIS Pamphlet: The 2012 SUIAS pamphlet has been updated and is being sent out to numerous airfields and agencies throughout the state. Changes include information on how to solicit MTR activity from Eielson Range Control (ERC) and to notify ERC of radio outages. Additional changes include the addition of radio relay locations that will help aviators know where to expect radio coverage. The radio and radar coverage section has been updated to more accurately explain the general area of radio coverage. Red Flag-Alaska dates for 2012 and 2013 were also included. An electronic version of the pamphlet can be found at <http://www.jber.af.mil/11af/alaskaairspaceinfo/>

c. Joint Base Elmendorf-Richardson (JBER) Controlled Firing Area (CFA) awareness. Chief Warrant Officer (CW4) Greenwood provided updates from the previous ACMAC held November 2011. A Sub-ACMAC that included key agencies in and around Anchorage, was held in February to discuss possible mitigations. Mr. Vickery (FAA Air Traffic Representative) did point out that a CFA needs to remain “invisible” to general aviation and altering the current VFR corridor to accommodate the CFA could be problematic. Some possible mitigations discussed included contacting Bryant Tower on 125.0 for overflight of the runway and status of R2203A. Broadcasting the status of R2203A on Elmendorf and Bryant ATISs was also discussed. Tom George asked for the cost of delays to training be defined. Mr Alexion stated the disruption; or stop and go requiring training reset – was the highest cost to training.

d. Bryant Army Airfield: Mr. Johnson discussed updates for planned class D airspace for Bryant AAF. The control tower has hired two controllers who are available to issue advisories. The Class D will mirror the Bryant segment as outlined in the Alaska Supplement and will go from SFC-2,000 MSL. Operating hours will be 0800-1600L, M-F, excluding Federal Holidays, with additional times by NOTAM. The Class D will only be active when the control tower is open. When the tower is closed, the airfield becomes uncontrolled and aircraft use the advisory frequency of 125.0 (also the tower frequency). Principle concerns are the VFR corridor to the East and the potential impact of pushing more aircraft towards the Controlled Firing Area (CFA). During operating hours, Bryant will provide support to any aircraft wishing to transition the Class D. Mr Johnson stated they’re hoping to have everything “up and running” 20 Sept 2012. The class D airspace must go into effect at the start of a 56 day FLIP cycle.

e. RED FLAG-Alaska CY12 Update: Mr. Pete Bussa, 353rd Combat Training Squadron, provided an overview of upcoming exercises to include Red-Flag 12-2 through 13-1. There are no Northern Edge exercises scheduled for 2012. RF-A 12-2 and 12-3 will be very large exercises with over 60 aircraft currently scheduled to participate. Foreign pilots and aircraft will participate in the June and October Red Flags. Additionally, GPS jamming is being planned for the RF-A 12-3 exercise. Please refer to the attached slides for specific details.

RED FLAG-Alaska 12-2	7-22 June 12
RED FLAG-Alaska 12-3	2-17 August 12
RED FLAG-Alaska 13-1	4-19 October 2012

Tom George asked “What’s the magnitude of Distant Frontier?” Mr Bussa responded it would be a portion of the players shown as participants on the Red Flag slide. Another question asked

for the area affected by GPS Jamming. Mr Bussa responded the NOTAM will show affects out to a couple hundred miles, but the actual affected area will be less. Mitigations include having a VFR ceiling minimum height of 10,000 ft MSL.

f. MOA Lights Out Training: Major Anhalt from the 3rd Wing Standards and Evaluation office provided a briefing on lights out training. Lights out training normally occurs during the winter months of October – March and a NOTAM is published 48 hours in advance. The purpose of the training, procedures, safety considerations and airspace used are all covered in the briefing slides.

d. Airfield Status Update: Briefings were presented by several members: Mr. Stocker, Ted Stevens International Airport and Mr. Whitmire, Fairbanks International Airport. We will attempt to have a briefing from Merrill Airfield for further ACMACs. Construction details can be found on the briefing slides at <http://www.jber.af.mil/11af/alaskaairspaceinfo/> . Not included in the slides: Lake Hood strip will be closed weekdays in May, which will force traffic to use Anchorage International.

5. Comments made during the open forum: John Dickens (Grant Aviation) said it was a good meeting and appreciates civil and military working together, unlike other countries. Dee Hanson (Alaska Airmen's Association) invited all to attend the Great Alaska Aviation Gathering on 5-6 May. John Dickens (Grant Aviation) requested that western Alaska be included in future ACMACs. Capt Byman requested that individuals and agencies provide briefing to ensure the success of future ACMACs. Rich Sewall (AK DOT) offered to help distribute SUAIS pamphlets at the AK DOT building and at the Seaplane Seminar. CW4 Greenwood suggested that a calendar of events be added to future ACMACS. Aerometric asked if there was number to call for GPS jamming. Lt Col Babos said that the information is published as part of the NOTAM. Mr. Bussa said the plan was to jam at Eielson AFB, R-2202 and R-2205 pointed away from civil flying. Colonel Moylan asked if the NOTAM would include a map of the jamming area. CW4 Greenwood stated graphical NOTAMS are available on the website <https://www.notams.faa.gov/dinsQueryWeb/> . Lt Col Cabral expanded on the GPS jamming experiences of Northern Edge 11(last summer), stating no interference was reported and a procedure was put in place to cease jamming if an issue did occur.

6. Closing Comments: Colonel Moylan thanked all in attendance for their participation and interest in ACMAC. He emphasized that the ACMAC will continue to keep working these hard issues until they can be resolved. We need to make sure we have the right people at the right meetings and dive deep into the issues. Even if we can't solve the issue, we can at least come up with mitigations to make it better.

7. The meeting adjourned at approximately 1500. Notifications for the next ACMAC will be sent as soon as a definitive date is set. Questions, corrections, comments, and/or concerns should be addressed to Captain Jeff Byman, 611 AOC/CODK at Commercial (907) 552-3636 or DSN 317-552-3636 or AlaskaMilitaryAirspace@elmendorf.af.mil .

8. An ad-hoc JPARC meeting was held immediately following the April ACMAC meeting to help inform concerned citizens about the draft JPARC EIS that was released on 30 March 2012.

One question asked was in regards to the length of the public comment period in relation to the size of the document. Our NEPA experts thoroughly review the issue and all applicable regulations regarding this and confirmed that our actions were within all the legal requirements. Nevertheless, due to the complexity and size of the draft EIS document, the ALCOM/CC has now authorized an additional 32 day extension for comments until 9 July. This was not a requirement under NEPA law, but this extension was granted as ALCOM is committed to being good stewards of the airspace that we share with all the citizens of Alaska and we want quality feedback so that the JPARC proposal can be a win/win for all parties.



JEFFERY A. BYMAN, Capt, USAF
11 AF Airspace Manager

Approved ~~Disapproved~~



PATRICK O. MOYLAN, Colonel, USAF
ACMAC Chairman

cc:
11 AF/CC